

## INFORMATION REPORT

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SUBJECT Railroads: Electrification Plans,  
Miscellaneous Information

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## 1. Berlin electrification plans.

Prof. Ulrich Kramer, Director General of the Reichsbahn [redacted] 50X1-HUM  
[redacted] plans to clear the entire Berlin area of all steam 50X1-HUM  
locomotive traffic by about 1961. The Berlin "ring" is to be completely  
electrified with DC and the S-Bahn is to be stepped up from 800 v to 1,600 v  
with motors working in sequence to carry the load. Plans for this project  
have reached the stage of initial technical discussions, but so far no written  
plan exists. The employee gained the impression that the scheme is  
Kramer's own pet project.

## 2. Capacity of Reichsbahn-owned power stations.

## a. The Chemnitz power station is equipped with the following installations:

1 steam turbine (SSW)	of 2,000 kw
1 steam turbine (Borsig)	of 1,450 kw
1 steam turbine (AEG)	of 500 kw
1 steam turbine (BBC)	of <u>500 kw</u>

Total 4,450 kw

## b. The Leipzig power station has a total installed capacity of 10,000 kw.

c. The Chemnitz and Leipzig power stations are at present the only ones  
operated under the control of the railroad in the DDR.

## 3. Re-electrification of the Mitteldeutschland area.

- a. In April 1951 detailed plans were prepared at the RBGD (Directorate  
General of the Reichsbahn), Berlin, for the re-electrification of the  
old electric railroad net which had formerly existed in the Mitteldeutsch-  
land area (chiefly Saxony-Anhalt), but which had been completely dis-  
mantled by the Russians in 1945-46.

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- b. The lines included in this project were Leipzig - Halle/Saale, Halle/Saale - Magdeburg, Magdeburg - Dessau, Dessau - Bitterfeld, and Bitterfeld - Leipzig.
  - c. The total cost estimated for this plan amounted to DM (East) 220 million.
  - d. The following supplies were estimated to be required to carry out this plan: 1,000 t. copper, 80 locomotives, 12,000 t. steel for masts (grade: ST 52), and the re-equipment of the Muldenstein (N52/E15) power station. This plant was stated by the Russians to be in storage in the USSR, and its return for this purpose was offered by them.
  - e. It was estimated that the execution of this project would effect an annual saving of 500,000 t. of brown coal briquettes (i.e., approximately 2 million t. of raw lignite).
4. Loan of special equipment to Soviet Orbit countries.
- In mid-June 1951, two 100-t. Gulemeyer road vehicles (for carrying rail trucks by road) were delivered to Albania on direct instructions of the SKK. Albanian drivers visited the DDR to be trained to drive these vehicles. The RBGD has been promised that the two vehicles will be returned after one year.
5. Coal reserves.
- The total RBGD coal reserves on 1 August 1951 amounted to 140,000 t. of all types. The SKK ordered the RBGD in mid-July 1951 to limit such reserves at all depots and stations to the amount normally required by them for five days.
6. Line alterations.
- Work is at present under way to re-lay the second track on the line from Saalfeld to Unterwellenborn, a distance of 6 km.
7. Electric locomotive construction.
- Lokomotivbau Elektrotechnische Werke (VVB VEM) Hennigsdorf has been engaged in producing plans for a 3,000-v DC electric locomotive since early 1951. The RBGD has ordered 20 of these, the first one to be completed in spring 1952 and the last one in 1955. Construction plans were finished and approved in July 1951.

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